

But this is not the end. After
wards a resolution was put be-
fore the Common Council of Au-
gusta to pay Mr Blaine \$200, the
amount he had paid for a subse-

(tute, and it was voted and passed, and he was paid. That you can rely on as being a true story.

CAMPAIGN CLATTER

The Statement that Laboring Men Oppose Cleveland.

WHAT A REPRESENTATIVE WORKING MAN HAS TO SAY ON THIS SUBJECT.

[Pittsburg Post.]

New York, July 16.—"All this talk about organized labor being opposed to Gov. Cleveland is

Mr. Hogan is a member of the International Typographical Union and at the annual convention of that body, held in New Orleans last month, he was elected one of the delegates to represent the printers of the United States and Canada at the next session of the Federation of Trades, to be held in Chicago in October.

For over twenty years, Mr. Hogan has been identified with the labor organizations throughout the country, and is considered an authority on all matters pertaining to Trades Unions. On being interviewed in reference to the rumors that organized workmen were opposed to Gov. Cleveland, he spoke as above reported.

"No man who is at all posted on the peculiar ways of professional politicians, and those of Tammany Hall in particular, will be deceived by such transparent trickery. Men who have sense enough to belong to Trades Unions are not to be duped by political scalawags of any party."

"Do you think the vetoing of the Five-cent Fare bill hurt the Governor among the workmen?"

"Not a particle, and for this reason: The very foundation principle of all Trades Unions is the greatest good to the greatest number. Now, who would be benefitted by a five-cent rate all day on the elevated roads? Surely a very small number of workmen. Just look at the thousands of skilled workmen—engineers, machinists, blacksmiths,

siders conductors, brakemen, &c., who are dependent on the prosperity of the different railroads in the United States. All these skilled mechanics are Trades Unionists, and they have a claim on organized labor throughout the country. We don't want to pull down any capitalist or corporation. Such a policy would be idiotic. I am convinced that the Five-cent Fare bill was introduced not to benefit the people, but to rob both the elevated and surface railroad companies. The whole business was disgraceful and rotten clean through, and the Governor did a manly, hon-

THE TWELVE HOUR BILL.
 "How about the Governor's veto of the Twelve-hour bill for conductors and drivers of street cars?"
 "The Governor did perfectly right, for that was a very lame document to be called a bill in the interest of workingmen.—

Just see how they propose to legislate for the workmen. They introduce and pass a bill calling for a reduction of hours of labor, and leave it optional with the railroad companies how much the men's pay shall be reduced. And you can say, for a certainty, that there is not a conductor or driver on either side of the bridge that give the least thought to the subject. All they know or care about is that a reduction of hours means a reduction of pay

whole matter."

NOTHING BUT LIES.

"Then y u think there is nothing in these stories about organized labor being opposed to Gov. Cleveland?"

"Nothing but lies. The scheme originated with those of the Democratic party who wanted to kill the Governor in the convention,

it up, and they will sound the changes on that note until election day. You see, as I said before, this was the only hope that Tammany Hall could crawl thro' as a pretense for opposing an honest man like Governor Cleveland. Political pirates never want a square deal, while honesty and reform and reduced taxation is the heartfiest hope of every Trade Unionist, be he Republican or Democrat."

This is a scan of a blank white piece of paper. There are no markings, text, or illustrations present. A small dark speck is visible near the bottom center, likely due to the scanning process.